

REMARKS PREPARED FOR DELIVERY
DEPUTY SECRETARY OF TRANSPORTATION MORTIMER DOWNEY
ITS OHIO ANNUAL MEETING
COLUMBUS, OHIO
SEPTEMBER 19,1995

***(Introduction to be made by Christopher Runyon, Assistant Director
for Transportation Policy, Ohio State Department of Transportation)***

Thank you, Chris,- for that introduction. I'd also like to bring you greetings from Secretary Pena, who has made ITS a cornerstone of his program to give America the transportation systems it needs for the 21 st century. Technology and its applications to our transportation problems is one of our key strategies in managing DOT.

I'm especially happy to join you because Ohio has one of the most ambitious ITS agendas in the nation -- with an enthusiastic ITS America chapter to help make it a reality.

Programs from ARTIMIS1 to Advantage I-75 to the Ohio Turnpike's electronic collection project will yield benefits far exceeding costs in the coming years.

Ohio's ITS community will have an impact far beyond the state's borders -- as we'll see next year at Atlanta's centennial

1 The Advanced Regional Traffic interactive Management & Information System, a partly federally-funded Cincinnati-northern Kentucky freeway management system. The first phase is SmarTraveler, a telephone-accessed travel information system that went on-line in June 1995. More details are in the JPO trip briefing.

Olympics, where Battelle is managing an ITS project that will showcase American transportation technology to the world.

I mention that because Batelle's own Jerry Pittenger is doing an outstanding job directing the Atlanta ITS effort, and I know that he'll do an excellent job as the 1996 President of ITS Ohio.

The Olympics will show that there's no question America has the talent to match our athletic leadership with world leadership in ITS.

Whether we'll actually do so is another matter, and that's what I'd like to talk about this morning -- because our long-term success in this field is by no means a slam-dunk.

Let me give you one example. A couple of weeks ago Secretary Pena and I participated in the opening of Maryland's Statewide Transportation Operations Center.

This is the first statewide highway management center in the U.S., but it's old news elsewhere in the world. Japan has 160 state-of-the-art traffic operating centers, representing a \$2 billion investment.

That's not unusual. While the U.S. has the finest transportation system in the world, we consistently lag behind international leaders in one critical area: the deployment of advanced technology to make travel safer and more efficient.

It's inconceivable that a nation which dominates in so many areas of technology can be behind in one of such importance, but it's a situation that's likely to worsen

Budget cuts now being considered by Congress would devastate federal transportation research, especially for ITS.

In fact, the non-partisan American Association for the Advancement of Science projected that Congress's proposals would lower overall federal research funding by a third over the next seven years. The biggest cuts would come in applied research, which is focused on developing such new technologies as ITS.

That's a mistake, because ITS is absolutely essential to traffic management in the 21st century. These technologies are not science fiction: you all know that ITS is in operation *today*, saving lives and money.

Control systems traffic signals in California have cut travel times by 15 percent and vehicle stops by 35 percent...

...ramp metering in Minneapolis has increased freeway speeds by 35 percent and capacity by 22 percent...

...and Oklahoma has cut toll lane operation costs by 91 percent using automated toll collection.

These systems do this at a cost as low as one-twentieth that of new highway construction to achieve the same results. In an

era' of limited funding, ITS is a terrific bargain, one that will only increase in value as the technology matures.

Indeed, in just a few years we'll look back at today's first-generation systems the way the Apollo astronauts looked back at the Wright Brothers.

Over the next two decades, ITS will fully integrate advanced information and communications technologies to revolutionize traffic management.

The benefits aren't limited to highways, either. Even in their earliest stages, transit management systems have shown huge promise. Baltimore has increased its transit productivity by 23 percent using these systems.

That's why we now call these Intelligent Transportation Systems. We see benefits for other modes -- transit, rail, and -- through related technologies such as Global Positioning Systems -- aviation and maritime.

Nor are the benefits limited to passengers. These systems are going to be equally applicable -- if not more so -- to freight movement, accelerating the shift to efficient intermodal transportation.

ITS, in short, offers us a broad range of solutions to transportation problems if we can think across traditional barriers between modes and between functions.

The risk is that federal budget cuts will strangle this technology in its cradle. The President's budget proposed \$345 million in ITS research and development for 1996, even as overall transportation spending is being reduced to end the deficit.

However, the budget passed by the House calls for only about \$200 million, and the Senate budget includes approximately \$250 million.

The long-term prospects are even worse, because Congress's plan to balance the budget in just seven years would virtually eliminate ITS investment. In fact, the House *specifically* proposed ending this initiative in its balanced-budget plan

Some in Congress believe that state and local governments or private industry will make up the difference. That's wishful thinking, because ITS is at a critical stage of development that *demand*s federal partnership.

Even though most of the money to be spent will come from those other partners, the federal funding is critical -- especially at this stage of the process.

Many of you are state and local officials. You know that your governments don't have the resources for the intensive research and development that ITS demands, even if you are ready to finance deployment once the research and development is done.

Moreover, the private sector -- facing pressure for quarterly profits -- often can't sustain extended commitments to research -- especially without a national consensus on the technological standards that reduce risk and produce stable markets.

That's why we at DOT are promoting public-private partnerships with business and with state and local governments. We're providing seed money and expertise and helping to create uniform standards to ensure the compatibility of ITS technologies.

By forging consensus on national, and even international, technological standards, entrepreneurs will be encouraged to invest in these new technologies

At the same time, the "open architectures" we do support will allow these new technologies to stay flexible and accommodate further progress.

We've already made substantial progress towards this, and expect to provide our initial guidance on these standards next year -- the result of a three-year, \$30 million effort.

Our efforts focus on creating what we call the core infrastructure for ITS -- integrated communications and information systems that can work separately or work together -- much like the components of a stereo system, or the computer software packages now sold by Microsoft or Lotus.

That core infrastructure will provide direct public benefits today, and will also enable a number of private products and services to come on to the market.

And, although this core infrastructure is deployable now, it also lays the foundation for the next generation of ITS. I won't go into that in more detail now, because Gary Euler, the Deputy Director of DOT's Joint Program Office for ITS, will be speaking about it at lunch,

I do want to say that we're tremendously excited about this approach, because we believe that it will give the U.S. international leadership on ITS by providing the first fully-integrated systems.

Yet this core infrastructure won't take place without federal support. *This commitment is vital.* Imagine where we would be as a nation if our government hadn't invested in lasers, or polymers, or the Internet.

Nor is this commitment to vital national scientific priorities new: in 1836 Congress gave Samuel Morse \$30,000 to develop an experimental telegraph from Baltimore to Washington.

For us to scale back or end the federal role in transportation technology would cost hundreds of preventable highway deaths annually -- thousands of preventable injuries -- and billions of dollars in congestion and delays.

It also would cede lucrative ITS markets here and abroad to the Japanese and European companies which, aided by their governments, have leap-frogged us in deployment.

They understand the opportunities for secure, high-wage jobs that this technology presents, and that's why Japan and Germany each invest *30 percent more* per capita on research than the U.S.²

We in the Clinton Administration understand the importance of such technological leadership, and that's why we've supported this new generation of American transportation technology.

It would be a tragedy of historic dimensions if we were to let this opportunity slip through our fingers. Fortunately, it's not too late: the full Congress hasn't yet acted on the final 1996 budget.

We're now beginning a great national debate over our priorities. The Clinton Administration's position is clear: we stand for the federal investment that has given us the world's most efficient, most productive economy.

I hope that all Americans will make their voices heard in this debate. Congress may yet change course and not sacrifice our nation's future prosperity for short-term savings.

2 Clarifying this with Noah.

I also hope that you -- as leaders in transportation -- will take up the challenge to make the most of the research that's being done throughout the country.

It's vital that we begin deploying these systems now -- without waiting for some future "perfect" system.

As with personal computers, we're always going to see improvements -- but that doesn't mean we can't start benefiting today from these technologies -- offering our citizens better services, increasing safety and productivity, and cutting costs.

We can do this now -- and still take advantage of coming technological advances -- by focusing on the type of integratable systems and open architectures that DOT is fostering.

I want to commit to you our support at the federal level. We look forward to strengthening our partnerships with ITS Ohio and its members.

Let me close today by thanking you for your attentiveness, and wishing you the best of luck in your own efforts to build transportation systems for the new American century.

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